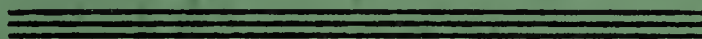


**TYNE PORT
HEALTH AUTHORITY**



**ANNUAL
REPORT**

FOR THE YEAR

1973

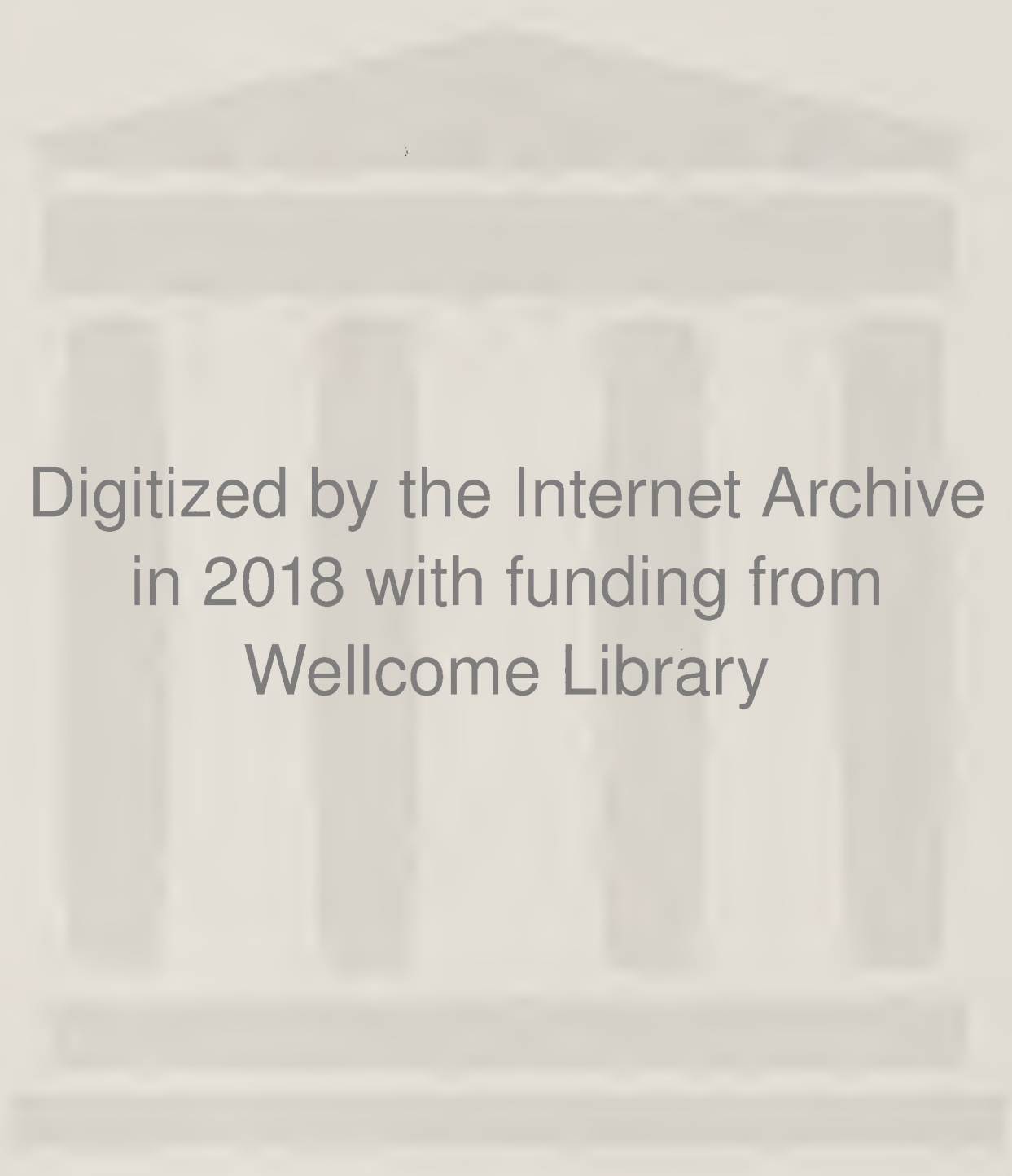
TYNE PORT HEALTH AUTHORITY

ANNUAL
REPORT

ON THE WORK
OF THE AUTHORITY

1973

J. COSGROVE, M.A.P.H.I., A.M.B.I.M.
DIRECTOR OF PORT HEALTH SERVICES



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TYNE PORT HEALTH AUTHORITY

Constituted by Local Government Board's Order
Dated 29th March, 1897

LIST OF MEMBERS AT 31st DECEMBER, 1973

Elected by the Corporation of Newcastle:

Alderman Dr. T. W. F. BROWN, C.B.E.
Alderman N. COOPER-BAILEY.
Alderman Dr. M. THOMPSON.
Councillor T. W. YELLOWLEY (Chairman).
Councillor Mrs. R. MAXWELL.
Councillor Mrs. V. H. GRANTHAM.
Councillor B. ABRAHAMS.
Councillor Mrs. T. S. RUSSELL.

Elected by the Corporation of Gateshead:

Alderman B. N. YOUNG, O.B.E. (Vice-Chairman).
Alderman C. RYANS.
Councillor W. C. ATKINSON.

Elected by the Corporation of South Shields:

Alderman Mrs. M. E. SUTTON, J.P.
Councillor T. BELL.
Councillor J. R. HODGSON.

Elected by the Corporation of Tynemouth:

Alderman Mrs. A. SOUTHWORTH.
Alderman F. J. MAVIN, O.B.E.

Elected by the Corporation of Wallsend:

Alderman J. A. McFADYEN.
Councillor W. C. GLADSTONE.

Elected by the Corporation of Jarrow:

Alderman Mrs. V. HOPE.

Elected by the Hebburn Urban District Council:

Councillor H. S. GREENWOOD.

Elected by the Blaydon Urban District Council:

Councillor W. E. AINSWORTH.

Elected by the Felling Urban District Council:

Councillor R. BUTTERWORTH.

Elected by the Whickham Urban District Council:

Councillor J. BRIGGS.

Elected by the Newburn Urban District Council:

Councillor T. G. ROGERS.

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Mill Dam,
South Shields.
December, 1974.

TO THE CHAIRMAN AND MEMBERS OF THE
TYNE PORT HEALTH AUTHORITY.

Mr. Chairman, Ladies and Gentlemen,

I am honoured to present this report on the work of the Authority for the year ended 31st December, 1973. Although this report is the first Annual Report to be prepared under my control, it must be remembered that work done during the period under review was carried out under the direction of Dr. T. C. Falconer, Port Medical Officer, and formerly Medical Officer of Health to the Authority. Had it been possible to compile the report prior to April of this year it would have been presented by Dr. Falconer. It is therefore considered appropriate that the format of the report should follow closely on that described in Form Port 20 of the Department of Health and Social Security, which previously set out the Department's requirements for the Annual Report of the Medical Officer of Health.

I gladly take this opportunity to place on record my personal thanks to Dr. Falconer for the kindness and consideration he showed to me, and to all other members of the staff, during the eleven years in which I had the pleasure and privilege of serving under him.

During the year trade through the port continued at a steady level. General cargo figures compare favourably with 1972, but the passenger figures are somewhat disappointing, being again a little below those of the preceding year. The tonnage of vessels using the river was also slightly less than the 1972 total, though the number of vessels arriving showed a slight improvement.

The number of defects recorded increased during the year, but this is thought to indicate a growing fervour on the part of the inspectors, rather than a decline in shipkeeping standards. Despite the overall increase in the number of defects it is extremely pleasing to note a considerable decrease, in the order

of 40% in fact, in the number of insect infestations. This unpleasant feature of shipping has been of concern to port health officials for a number of years, and a reduction of this magnitude is most encouraging.

The only change in the staffing situation was the loss of Inspector T. F. Moore, who resigned at the end of May to take up an appointment with Brigg U.D.C. Although the post was repeatedly advertised, it was not found possible to obtain a replacement before the end of the year.

Thanks are due to the staffs of H.M. Customs, H.M. Immigration Service, and the River Police, for the co-operation and assistance so readily afforded to the Authority's officers throughout the year. In this respect it is appropriate to mention also the Port of Tyne Authority, the Harbour Master and staff in Port Operations, the Pilot Master and his staff, colleagues in many riparian local authorities, the Shipping Federation, masters, owners, agents, and all who assisted the smooth running of the Authority's operations. Particular tribute is due to the Public Analyst, and to the Public Health Laboratory Service, for their help and advice, which is so essential to the successful functioning of the Authority.

The Authority's own staff again gave excellent service, and the trust, support and encouragement of the Chairman and Members of the Authority were greatly appreciated by all concerned.

JOHN COSGROVE,
Director of Port Health Services.

SECTION I – STAFF

TABLE A

Name of Officer	Nature of Appointment	Date of First Appointment	Qualifications	Any other Appointments held
Dr. T. C. Falconer ...	Port Medical Officer ...	5th April, 1963 ...	M.B., Ch.B., M.F.C.M., D.P.H., D.I.H....	Medical Inspector of Aliens.
Dr. J. O'Leary ...	Deputy Port Medical Officer (part-time)	1st July, 1965 ...	M.B., B.Ch., B.A.O. ...	Deputy Medical Inspector of Aliens. General Practitioner.
T. H. Ogle, T.D. ...	Clerk to the Authority (part-time)	1st Oct., 1963 ...	L.L.B. ...	Private Legal Practice.
J. Cosgrove ...	Chief Port Health Inspector...	1st Aug., 1962 ...	Cert. P.H.I.E.B. Dip. Meat and Other Foods. Smoke Inspectors Diploma	
W. O. A. Austin, M.B.E., S.B.St.J., Lieut. Comdr. (M.S.), R.N. (Rtd.) ...	Deputy Chief Port Health Inspector ...	12th May, 1965...	Cert. R.S.I. & S.I.E.J.B.	
J. Anderson ...	Port Health Inspector ...	1st Aug., 1968 ...	Cert of R.S.A. (Sc.) Cert. Meat and Other Foods	
T. F. Moore ...	Port Health Inspector ...	Resigned 31st May, 1973	Diploma P.H.I.E.B.	
D. N. Wallace ...	Port Health Assistant ...	12th July, 1957...	S.R.N.	
Mrs. V. Moat ...	Aliens Inspection Assistant...	27th Feb., 1964...		
A. Keedy ...	Chief Clerk ...	24th July, 1967...		
D. Stokes ...	Junior Clerk ...	18th Dec., 1972...		
L. Humphrey ...	Rodent Searcher ...	28th Sept., 1953		
R. S. Burn...	Senior Launch Coxswain ...	4th April, 1938...		
J. F. Colley ...	Launch Coxswain ...	20th Aug., 1968		
J. W. West ...	Launch Hand ...	14th Oct., 1968...		
D. McM. Embleton ...	Launch Hand ...	13th Oct., 1969...		

PORT HEALTH OFFICE, Mill Dam, South Shields.

Tel. South Shields 3419 and 5714 (STD Code 089-43).

Telegraphic Address – 'Portelth, South Shields.'

SECTION II – AMOUNT OF SHIPPING ENTERING THE DISTRICT DURING THE YEAR 1973

TABLE B

Ships from	Number	Tonnage	Number inspected		Number of ships reported as having, or having had during the voyage, infectious disease on board
			by the Port Medical Officer	by the Port Health Inspectors	
Foreign Ports	1,314	2,694,103	390	1,255	32
Coastwise	1,565	2,219,198	26	1,324	8
Total	2,879	4,913,601	416	2,579	40

The above figures do not include fishing vessels

TOTAL number of vessels visited by Inspectors:

British Vessels

Steam	...	...	...	136
Motor	...	...	...	1,272
Fishing	...	...	...	201
				1,609

Foreign Vessels

Steam	...	...	...	101
Motor	...	...	...	1,070
Fishing	...	...	...	88
				1,259
				2,868
		Revisits	...	674
				3,542

Shore Visits:

The number of shore visits made by the inspectors continues to increase. These are visits carried out mainly in connection with the examination of foodstuffs at Tyne Commission Quay, including the inspection of bacon at the refrigerated examination bay. Visits in connection with enforcement of the Food Hygiene Regulations, sampling of foodstuffs, and water sampling from hydrants and dockside premises, are also included under this heading.

The total of such visits was 482.

The Nationalities of vessels inspected were as follows:

American	...	...	...	...	...	7
British	...	...	...	...	...	1,408
Bahaman	...	...	...	...	...	2
Belgian	...	...	...	...	...	2
Bermudan	...	...	...	...	...	1
Canadian	...	...	...	...	...	2
Cypriot	...	...	...	...	...	9
Danish	...	...	...	...	...	163
Dutch	...	...	...	...	...	123
Eireann	...	...	...	...	...	2
Finnish	...	...	...	...	...	28
French	...	...	...	...	...	4
Faroese	...	...	...	...	...	1
German	...	...	...	...	...	287
Greek	...	...	...	...	...	36
Israeli	...	...	...	...	...	2
Italian	...	...	...	...	...	3
Icelandic	...	...	...	...	...	1
Indian	...	...	...	...	...	1
Jugoslavian	...	...	...	...	...	2
Kuwaiti	...	...	...	...	...	1
Liberian	...	...	...	...	...	38
Nigerian	...	...	...	...	...	2
Norwegian	...	...	...	...	...	357
Pakistani	...	...	...	...	...	2
Panamanian	...	...	...	...	...	14
Rumanian	...	...	...	...	...	1
Russian	...	...	...	...	...	19
Spanish	...	...	...	...	...	2
Singaporean	...	...	...	...	...	13
Somali	...	...	...	...	...	2
Swedish	...	...	...	...	...	43
Sharjahan	...	...	...	...	...	1
						<hr/>
						2,579
						<hr/>

Tonnage of vessels visited by Inspectors:

Steam			
British	...	...	320,273
Foreign	...	...	373,695
			<u>693,968</u>
Motor			
British	...	...	2,199,245
Foreign	...	...	1,688,011
			<u>3,887,256</u>
			<u>4,580,224</u>
Fishing			
British	...	...	24,658
Foreign	...	...	4,619
			<u>29,277</u>

The numbers of revisits made during the year were as follows:

In connection with Rivercraft	...	...	...	77
In connection with the issuing of Deratting and Deratting Exemption Certificates	...	...	...	239
In connection with Health	...	...	...	316
In connection with Defects	...	...	...	119
				<u>751</u>

FISHING INDUSTRY

The nationality of fishing vessels visited during the year was:

British	...	...	...	...	...	201
Belgian	...	...	...	...	...	3
Danish	...	...	...	...	...	44
Dutch	...	...	...	...	...	17
French	...	...	...	...	...	2
German	...	...	...	...	...	3
Icelandic	...	...	...	...	...	3
Norwegian	...	...	...	...	...	4
Polish	...	...	...	...	...	1
Swedish	...	...	...	...	...	11
						<u>289</u>

SECTION III – CHARACTER OF SHIPPING AND TRADE DURING THE YEAR

TABLE C. PASSENGER TRAFFIC

			Passengers	
			Inwards	Outwards
1972	...	78,072		79,080
1973	...	76,765		77,519

I am indebted to the Chief Immigration Officer for providing the above figures, which once more show a slight decrease in the passenger traffic through the port, compared with the figures for the previous year. The greater proportion of this traffic was again handled by the Norwegian services, operating throughout the year; the passenger service to Denmark operating only during the summer months.

The Norwegian services are operated by two companies. For the Bergen Steamship Company the popular mailboat s.s. LEDA continued to maintain a year round service to Bergen, Stavanger and Haugesund. Two large new Ro-Ro ships, m.s. JUPITER and m.s. VENUS, provide extra capacity during the summer season. Fred Olsen Line operate their all-year service to Oslo and Kristiansand with m.v. BRAEMAR. Winter schedules are boosted by extra sailings to accommodate the additional traffic handled during the summer season.

The Danish passenger service is operated by D.F.D.S. (U.K.) Ltd. The m.s. KRONPRINS FREDERIK, which also maintains a service between Esbjerg and the Faroes, again provided the summer service between Esbjerg and the Tyne. Increased demand for the Esbjerg to Tyne service continues, and it is anticipated that a larger vessel, with more frequent sailings, will be introduced during 1974.

All three companies operate from Tyne Commission Quay, North Shields. Comfortable passenger accommodation is provided adjacent to the Customs, Immigration and Port Health control points. Waiting rooms, refreshments, telephone and toilet facilities are available.

TRADE

Established trade patterns continue with only minor variations. Imports of general merchandise show a marginal increase over the previous year, whilst the total of outward cargo remains virtually static, with a slight increase in coal and coke shipments compensating for a 10% drop in general merchandise exports. A pleasing feature is the continuing improvement in imports of forest products, mainly from Scandinavia; a trade which is particularly encouraged by the development policies of the Port of Tyne Authority.

In another sphere the progressive policies of the Port of Tyne Authority are encouraging new industry, namely in North Sea gas and oil developments. A site at Howdon has been provided for a company building rig 'modules', and a large site at Tyne Dock has been allocated to another company, for the coating of pipes used in the construction of undersea pipelines.

Plans are in hand for the construction of an entirely new fish dock at North Shields. This project is likely to be the first such development in the United Kingdom for over a century, and will ensure the future of the Tyne as a major fishing port.

I am indebted to the Commercial Director of the Port of Tyne Authority for providing the figures used in the following table, relating to imports and exports during 1973.

General Merchandise – Imports

Twelve months ended 31st December

		1973	1972
		Tonnes	Tonnes
Meat and Meat Preparations	...	38,909	42,016
Dairy Products and Eggs	... ..	27,405	31,347
Wheat	... ..	165,373	167,633
Other Grain	... ..	24,710	32,635
Fruit and Vegetables	... ..	22,099	47,439
Provisions	... ..	59,999	50,079
Timber – Pitprops	... ..	22,618	18,513
Timber – Deals, Battens and Boards		157,944	139,921
Timber – Other Timber	... ..	7,941	7,022
Iron Ore	... ..	1,374,999	1,129,990
Other Ores	... ..	37,802	47,305
Crude Fertilisers and Minerals	... ..	30,309	31,104
Petroleum Spirit	... ..	242,480	319,556
Oil Fuel	... ..	583,580	823,722
Other Petroleum Products	... ..	54,152	54,102
Chemicals	... ..	161,493	89,524
Iron and Steel Manufactures	... ..	20,410	16,787
Paper and Wood Products	... ..	73,503	57,845
Sand and Gravel (Dredged)	... ..	332,192	241,761
Other Goods	... ..	89,434	66,098
		<hr/>	<hr/>
	Total	... 3,527,382	3,414,399
		<hr/>	<hr/>

General Merchandise – Exports

Twelve Months ended 31st December

	1973	1972
	Tonnes	Tonnes
Foods, etc.	19,621	22,833
Zircon Sand	525	2,132
Oil Fuel	161,339	299,536
Petroleum Spirit	83,043	28,126
Pitch	7,523	5,515
Other Petroleum Products	4,910	2,587
Chemicals	38,427	28,596
Textiles	9,896	8,029
Non-Metallic Mineral Manufactures	8,517	4,586
Iron and Steel Manufactures ...	18,760	20,013
Non-Ferrous Metals	13,518	6,754
Machinery	19,302	18,958
Other Goods	37,807	24,479
Total ...	<u>423,188</u>	<u>472,144</u>

Coal and Coke Shipments

Twelve Months ended 31st December

	1973	1972
	Tonnes	Tonnes
Coal:		
Cargo –		
Foreign	68,978	124,557
London	1,736,891	1,378,529
Coastwise	241,804	565,316
Total	<u>2,047,673</u>	<u>2,068,402</u>
Bunkers	—	511
Total Coal	<u>2,047,673</u>	<u>2,068,913</u>
Coke:		
Foreign	226,886	148,130
Coastwise	176	—
Total Coke	<u>227,062</u>	<u>148,130</u>
Total Coal and Coke	<u>2,274,735</u>	<u>2,217,043</u>

Principal Ports from which ships arrive:

Ships arrive in the Tyne from ports throughout the world.

Frequent scheduled services operate to Scandinavian and Baltic ports, there are also regular sailings to 'home trade' ports, the Mediterranean, South and East Africa, and North America, while other services sail as cargo offers to the Middle East, Far East, Australia and New Zealand.

Apart from these commercial trading enterprises, a large number of ships arrive to make use of the comprehensive repair facilities available in the river. Dry docking facilities consist of no fewer than 27 graving docks with lengths varying from 49 metres to 218 metres, and 4 slipways with cradle lengths of between 27 metres and 95 metres. There are also 610 metres of deepwater quay space available for repairs afloat. Adequate ancillary services exist locally, and the entire complex is supported by modern equipment, operated by a skilled work force.

Vessels undergoing repair are usually out of commission, cargo spaces remain empty for reasonably lengthy intervals, and accommodation is vacated. These periods of inactivity afford the Authority's inspectors an opportunity to obtain the execution of remedial works which could not be carried out while vessels are engaged in trading operations.

SECTION IV – INLAND BARGE TRAFFIC

There are no canals in the area and no barges operating in the port.

SECTION V – WATER SUPPLY

1. Source of Supply for:

(a) The District.

The water supply for the Port of Tyne is obtained from three different sources:

Newcastle and Gateshead Water Company.

Sunderland and South Shields Water Company.

Tynemouth Water Company.

(b) Shipping.

Supplies of fresh drinking water are available to ships direct from hydrants at most of the docks, quays and staithes spread throughout the river's length. Alternatively supplies may be obtained from one of the four waterboats trading in the river, and which will provide a service to vessels wherever berthed.

2. Report of Tests for Contamination

(a) The District

During the year 28 samples were taken from those hydrants used most frequently in the supply of drinking water to ships. The Public Health Laboratory reports showed 27 of the samples to be of a highly satisfactory standard, and the remaining sample to be unsatisfactory. The necessary action was taken to cleanse and sterilise the offending hydrant; samples taken subsequently proved to be highly satisfactory.

Eleven samples obtained from dockside premises were also reported to be satisfactory.

(b) Shipping.

Water samples for bacteriological examination were taken from 31 vessels trading in the river, and on a further 41 occasions samples were taken from vessels in dry-dock. The total number of samples submitted for examination was 230, of which 37 samples gave unsatisfactory results. In every case in which unsatisfactory results were recorded, remedial work was carried out at the inspector's request, and satisfactory samples were eventually obtained in every case. Full details are given in the table below.

			Number of Ships Involved	Number of Samples Taken	Number Satis- factory	Number Unsatis- factory
Distribution aboard ship	...		40	63	59	4
Storage aboard ship	...	...	32	167	134	33
Totals	...	...	72	230	193	37

A careful watch is always maintained over the condition of fresh water tanks and supply systems on vessels using the port, especially during refit in the dockyards. There is a growing awareness among the personnel involved, of the need to ensure the provision of safe drinking water supplies on ships, and requests are frequently received for advice on the treatment required to correct specific problems. Such advice is always readily given, and supervision is exercised over the cleansing and chlorination of storage tanks and supply systems. Many of the samples listed in the above table were taken following such treatment, and the remainder were taken for routine control purposes.

Increasing activity in the North sea oil field has brought several rig servicing vessels to the port. The majority of these vessels supply fresh water to the rigs, and constant care is therefore needed, to ensure that the facilities for carrying fresh water on these craft are maintained in a satisfactory condition.

Of 8 samples taken from river craft for bacteriological examination, 7 proved to be highly satisfactory, and one was found to be unsatisfactory. Chlorination of the supply system on the vessel at fault was done under supervision, and follow-up samples were highly satisfactory.

In 5 cases where complaints were received alleging contamination of drinking water supplies on ships, samples were taken and submitted to the Public Analyst for chemical analysis. Excess iron was found to be present in 4 samples and the presence of oil was detected in the fifth. The quantity of the contaminant present was just sufficient in each case to produce an unpalatable taste. Cleansing, re-coating, and chlorination of the tanks was recommended. Co-operation was received from the owners, and the work was executed to the inspector's specification in every instance.

3. Precautions taken against Contamination of Hydrants and Hosepipes

Before commencing service to a vessel, hydrants and hoses are flushed by a continuous flow. Couplings and hoses are housed in covered stands to ensure protection from the weather and from river spray.

4. **Number and Sanitary Condition of Waterboats, and Powers of Control by the Authority**

There are four water boats available for the supply of drinking water to shipping using the Tyne Ports:

Name of Water Boat				Name of Owner
Harcuss	...	...	...	Messrs. A. Gibson
Shearwater	...	...	...	Messrs. A. Gibson
Daphne H.	...	...	...	Messrs. A. Gibson
Limnell	...	...	...	Messrs. Keedy

Water chlorinated at 1 part per million is supplied by these water boats to a large proportion of the shipping in the Tyne, particularly to vessels lying at buoys and in parts of the river not readily accessible to shore hydrants. In view of the large amount of water supplied by these craft, constant supervision is exercised to ensure that hygienic practices are being observed and to take samples.

During the year 53 visits were made for all purposes, including sampling, the results of which were as follows:

Satisfactory	Unsatisfactory	Total
43	2	45

Every effort is made to instil the ideals of hygiene into the crews and owners of the water-boats, and as soon as any unsatisfactory bacteriological result is received, the offending craft is taken out of commission at once, the tanks are cleansed and superchlorinated, and the vessel is not allowed into commission again until satisfactory sampling results are obtained.

SECTION VI – PUBLIC HEALTH (SHIPS) REGULATIONS, 1970

1. List of Infected Areas

Regulation 6 requires that the Port Health Authority shall, from time to time, prepare and keep up to date a list of ports and other areas which are infected or believed to be infected with a disease subject to the International Health Regulations or which may serve other places or areas so infected or believed to be so infected.

The 'infected list' is compiled from the Weekly Record issued by the World Health Organisation and copies are issued regularly to H.M. Customs and the Tyne Pilotage Authority who may also be advised by telephone of any urgent amendments.

The most important of these diseases is smallpox and particular attention is paid to all vessels which have called at ports in smallpox endemic areas even if such ports have not been declared infected.

2. Radio Messages

- (a) Arrangements for sending permission by radio for ships to enter the district.

In accordance with Regulation 12, the Port of Tyne has been declared a radio transmitting port and ships may be contacted through Tyne Harbour Radio or Cullercoats Radio situated immediately north of the entrance to the river.

In the event of health information being required or hospital admission arranged, a ship may be contacted direct by radio telephone; most vessels proceed to their berth without such contact being required.

- (b) Arrangements for receiving messages by radio from ships and for acting thereon.

In accordance with Regulation 12, the Port of Tyne has also been declared a radio receiving port and messages may be received through the above mentioned radio stations or via a shipping agent. Such messages may be transmitted to the Authority's two launches which are equipped with VHF radio-telephone and the inspectorial staff may be contacted at home by telephone.

3. Notification Otherwise than by Radio

Arrangements for receiving notification otherwise than by radio and for acting thereon.

Virtually all vessels are now equipped with radio and it is usual for important information regarding the state of health on board to be received in advance either directly or through a shipping agent as described above. Occasionally, where no such advance notice has been given, reports are received from the pilots or customs officers.

The regular Norwegian and Danish passenger ships do not carry a doctor and it is quite common for cases of sickness to come to light after the vessels have berthed. However, all such cases are boarded on arrival by the Port Medical Officer, who can take immediate action as required.

Instructions regarding visual signals are included in the 'Instructions to Masters' printed on the back of the Maritime Declaration of Health; these are rigidly enforced and almost invariably properly complied with.

4. **Mooring Stations**

Regulation 22 (1). On the arrival of an infected ship or suspected ship, or any other ship on which there has been during its current voyage and within the last four weeks before arrival a case of disease subject to the International Health Regulations in respect of which the ship has not outside the United Kingdom been subjected to appropriate measures equivalent to those provided for in these regulations, the master shall take it to a mooring station unless an authorised officer otherwise allows or directs.

(2) When an authorised officer has reason to believe that a ship on arrival may be one to which paragraph (1) of this regulation applies, he may direct the master to take it to a mooring station or to such other place as he considers desirable.

It is no longer practicable to maintain a separate mooring station capable of accommodating the very large vessels now using the port and, by agreement with H.M. Customs and with the Port of Tyne Authority, the Harbour Master will ensure that a suitable tier of buoys, or dolphins, be made immediately and exclusively available, when required, for the purpose of placing a ship in detention, such place of mooring to be regarded as a 'mooring station' for the purpose of the above regulations.

5. Arrangements for:

(a) **Hospital Accommodation for Infectious Diseases**

(other than Smallpox – see Section VII)

Cases of infectious disease are admitted to the Queen Elizabeth Hospital, Gateshead.

(b) **Surveillance and Follow-up of Contacts**

Cases, infected cases and contacts of infectious diseases remaining on board are visited daily during the appropriate surveillance period.

Contacts, before disembarking, may be required to complete a surveillance card by inserting the address to which they are proceeding in order that the Proper Officer of the district of destination may be advised. The portion of the surveillance card retained by the contact contains appropriate instructions and also a prepaid postcard to advise the Port Health Authority of any change of address during the period of surveillance.

(c) Cleansing and Disinfection of Ships, Persons, Clothing and other articles

Disinfection of ship board accommodation is carried out under the supervision of a Port Health Inspector. The work may be carried out by the staff of the Authority or by a private firm approved by the Authority. Cleansing of persons and disinfection of clothing, bedding and other articles is carried out with the co-operation of the Riparian Authorities.

SECTION VII – SMALLPOX

(1) Name of Isolation Hospital to which smallpox cases are sent from the district:

Langley Park Isolation Hospital, Co. Durham.

(2) Arrangements for transport of such cases to that hospital by ambulance, giving name of the authority responsible for the ambulance and the vaccinal state of the ambulance crews:

Durham County Ambulance Service (Telephone Durham 64488) is responsible for the transport of all such cases in the Newcastle region and the vaccinal state of the ambulance crews is the responsibility of the Area Medical Officer.

(3) Smallpox Consultants available:

Name	Address	Hospital, Office or Surgery Telephone No.	Home Telephone No.
Dr. J. Grant ...	15 Oakwood Avenue, Low Fell, Gateshead, NE9 6PR		0632-875035
Dr. J. R. Lauckner	'Conamore', Whickham Park, Whickham, Newcastle upon Tyne	0632-38811 or 36206	0632-887037
Dr. W. Minns ...	South Rigg, Humshaugh, Hexham, Northumberland		0434-81317
Dr. T. A. Grimson	The Old Vicarage, East Rainton, Houghton-le-Spring Co. Durham	0385-64911	0783-843260

(4) Facilities for laboratory diagnosis of smallpox.

These include electron microscopy which ensures rapid and accurate diagnosis.

Specimens are sent to the

Public Health Laboratory,

General Hospital,

Westgate Road,

Newcastle upon Tyne, 4. Tel: 38811. Ext. 297.

Particular attention is paid to the vaccination state of all crews of ships arriving from smallpox endemic areas and, where necessary, arrangements are made to perform vaccinations, or on occasion, to inform the next port of call.

SECTION VIII – VENEREAL DISEASE

Information as to the location, days and hours of the available facilities for the diagnosis and treatment of venereal disease among merchant seamen and the steps taken to make these facilities known to seamen.

Facilities for the diagnosis and treatment of venereal disease are available at the centres shown below. Although venereal disease is not compulsorily notifiable, all seamen thought to be infected are advised regarding the importance of early treatment and are told where and when this may most readily be obtained.

Newcastle upon Tyne – General Hospital, Ward 34.

Telephone: Newcastle 33320.

Monday to Friday, 10.0 a.m. to 12.0 noon.

Monday and Thursday, 2.0 p.m. to 6.0 p.m.

Wednesday, 2.0 p.m. to 4.0 p.m.

North Shields –

Preston Hospital, Ward 25.

Telephone: North Shields 74101 (Ext. 258)

Tuesday, 2.30 p.m. to 5.30 p.m.

Friday, 3.0 p.m. to 6.0 p.m.

South Shields –

Diagnostic Centre, General Hospital.

Telephone: South Shields 62649.

Tuesday, Wednesday and Friday,
10.0 a.m. to 12.0 noon.

Monday and Thursday,
5.0 p.m. to 6.30 p.m.

For the following particulars of attendances of merchant seamen at the above clinics, I am indebted to Dr. A. S. Wigfield, Consultant Venereologist at Newcastle and North Shields, and Dr. B. Levy, Consultant Venereologist, South Shields.

		Newcastle	North Shields	South Shields
Syphilis	...	6	—	3
Gonorrhoea	...	34	6	26
Non-gonococcal Urethritis	...	46	5	42
Non-venereal	...	152	25	127

SECTION IX – CASES OF NOTIFIABLE AND OTHER INFECTIOUS DISEASES ON SHIPS

TABLE D

Category	Disease	Number of cases during the year		Number of ships concerned
		Pass-engers	Crew	
Cases landed from ships from foreign ports	Miscellaneous	...	2	2
	Food Poisoning	1	...	1
Cases which have occurred on ships from foreign ports but have been disposed of before arrival	Infective Hepatitis	...	5	2
Cases landed from other ships	Pulmonary Tuberculosis	...	1	1

The following categories are in addition to the cases shown above:

Cases which have occurred on ships from foreign ports, diagnosed and treated on board after arrival	Miscellaneous	2	26	22
	Influenza	...	2	1
	Herpes Zoster	...	1	1
	Enteritis	...	1	1
	Scabies	...	1	1
	Chickenpox	...	1	1
Cases on coastwise ships remaining on board or disposed of before arrival	Miscellaneous	...	3	3
	Enteritis	...	3	3
	Chickenpox	...	1	1

ENTERITIS

On 27th May, the Panamanian tanker, s.s. 'TEXACO ALASKA' arrived at Swan Hunter's Wallsend Yard from London with no sickness on board. On 17th October a case of enteritis was reported. The patient, a British seaman, had joined the ship having recently been in an Italian port where Cholera had been prevalent. In the circumstances it was considered prudent to admit him to Queen Elizabeth Hospital for investigation. In the meantime, the patient's symptoms subsided and, despite very thorough investigation, no infective cause was discovered.

On 10th July, the British vessel m.v. 'HALCYON DAYS' arrived at Middle Docks from Ardrossan. On the evening of 14th July, the Port Medical Officer attended to a member of the new Indian crew, arrived on 5th July by air from Bombay. The patient was found to be suffering from enteritis and it transpired that four other members of the crew had been under treatment for a similar condition by a medical officer of the British Shipping Federation. Close surveillance was maintained until the vessel's departure but no further case occurred.

INFECTIVE HEPATITIS

On the arrival of the British vessel m.v. 'COUNTY CLARE' from Casablanca on 18th October, it was reported that four Indian members of the crew had been admitted to hospital at Point Comfort, U.S.A., between 18th August and 16th September and in each case, a diagnosis of Infective Hepatitis had been confirmed. As a prophylactic measure, all officers and other members of the crew had received injections of Immune Serum Globulin at Point Comfort. Infective Hepatitis has a very variable and at times long, incubation period and hence surveillance was maintained; no further case occurred.

On the arrival of the British tanker m.v. 'LONDON FUSILIER' from Grangemouth on 25th June, it was reported that a member of the crew had been admitted to hospital in Antwerp suffering from Infective Hepatitis. The vessel was kept under surveillance but no further case occurred.

PULMONARY TUBERCULOSIS

A member of the crew of one of the river tugs was found on admission to hospital, to be suffering from Pulmonary Tuberculosis. Chest X-ray of all the other members of the crew proved negative; appropriate disinfection of the patient's cabin was carried out.

SCABIES

On 4th November, the British vessel 'LINDENBANK' arrived at Readhead's Yard, South Shields from Hamburg; no sickness was reported on board. On 13th November, a new second mate joined the ship and two days later reported to the medical officer of the Shipping Federation who diagnosed scabies. It transpired that, just prior to joining the ship, the patient had been under treatment for scabies but this had proved ineffective. By special arrangement, the patient was treated at the Chichester Clinic,

South Shields and his cabin and bedding were fumigated. During subsequent surveillance no further case occurred.

FOOD POISONING

The British vessel m.v. 'COUNTY CLARE' arrived at Brigham's Dock, South Shields from Casablanca on 18th October and one of the Indian crew developed symptoms of food poisoning which failed to respond to treatment by a medical officer of the Shipping Federation. On 29th November, the patient was admitted to the General Hospital, South Shields where examination of faecal specimens confirmed a diagnosis of food poisoning by an organism of the Salmonella group. The culture of the organism was sent to London for further investigation and typing and was ultimately found to be of an uncommon type known as Salmonella Bareilly. The patient was repatriated to India before the ship sailed and during subsequent surveillance, no further case occurred.

On the arrival of the British vessel m.v. 'SILVERMAIN' from Dunkirk on 5th September, the infant son of the second steward was thought to be suffering from food poisoning. He was admitted to the Fleming Memorial Children's Hospital in Newcastle where diagnosis was confirmed of an infection by Salmonella Typhimurium. The child made a rapid recovery and no further case was found on subsequent surveillance.

CHICKENPOX

On the arrival of the Norwegian mail boat m.v. 'BRAEMAR' from Oslo on 11th August, a young galley-boy, aged 17, was found to be suffering from Chickenpox. He was isolated on board for return to Norway for pay-off and treatment ashore. The necessary disinfection procedures were instituted and no further case arose.

MISCELLANEOUS

Coronary Thrombosis

On the arrival of the British stern-trawler 'RANGER CASTOR' at North Shields from Honningsvåg on 11th January, it was reported that a member of the crew had died from Coronary Thrombosis. The body was landed in Norway where it was subsequently cremated and the ashes brought home.

Schizophrenia

On the arrival of the Norwegian passenger ship s.s. 'LEDA' from Bergen on 19th February, it was reported that a passenger had, during the voyage, developed symptoms of acute paranoia. He was a member of a party of Norwegian university students and imagined that they were trying to poison him by putting tablets in his coffee; he insisted on sleeping with a large bread knife under his pillow to protect himself. On examination on arrival he was obviously paranoid and confused and, as the ship was not due to sail back to Norway until the following day, it was decided that, in the patient's best interest, he should be admitted temporarily to hospital. After consultation with a psychiatrist, he was admitted for one night to St. Georges Hospital, Morpeth, and repatriated under escort and under sedation on the following day. The patient

had no previous personal history of mental illness although it was later confirmed by the father that his mother had been under treatment for schizophrenia.

Cerebral Haemorrhage

On arrival of s.s. 'LEDA' from Bergen on 15th April, 1973, it was reported that a crew member had died on voyage. The body was examined by the Deputy Port Medical Officer and returned to Norway. A post mortem examination established that the cause of death was cerebral haemorrhage.

Allergy

On 15th June, m.v. 'BRAEMAR', inward bound from Kristiansand, altered course to meet a Grimsby trawler, the skipper of which was said to have collapsed. He was transferred to m.v. 'BRAEMAR' by one of the ship's boats and, on arrival at North Shields, his condition had improved. He was treated for an allergic reaction said to have been caused by seaweed. This was probably a case of 'Dogger Bank Itch', an allergic skin condition caused by contact with the sea chervil, 'the weed', brought up with the nets. Once a man has contracted the disease he is likely to get a more acute reaction each time he is exposed.

Delirium Tremens

Previous reference has been made to the occupational hazard of alcoholism amongst seafarers, and this presents a problem, serious at times, on distant water trawlers. On 13th August, the British 'cod-war' support vessel m.v. 'RANGER BRISEIS' arrived at Brigham & Cowan's with a Grimsby trawlerman who had been landed in Norway suffering from Delirium Tremens (D.T.'s). He had been under sedation and other treatment by the ship's doctor and was considered, on arrival, to be fit to travel home.

Cancer of the Pancreas

On the arrival of the Norwegian mail-boat s.s. 'LEDA' on 14th September, one of the female passengers was found to have been escorted by a Norwegian nurse. It transpired that the patient, who had been in indifferent health recently, had been on a motoring holiday in Norway when she was taken ill with what was thought to be Billiary (Gall Stone) Colic. She was admitted to hospital in Norway and, at operation, was found to be suffering from an advanced and inoperable cancer of the pancreas. Her general condition was rather poor on arrival in the Tyne and, although she had requested transport by ambulance, to her home in the Isle of Wight, it was decided, in the patient's interest, to admit her to Preston Hospital, North Shields for observation. Within a few days she was able to return home.

Perforated Gastric Ulcer

On 5th November, when the local trawler 'BEN CHOURN' was homeward bound from the fishing grounds, a member of the crew suddenly developed symptoms of a perforated gastric ulcer. This is an acute surgical emergency and the patient was taken off the ship by helicopter and landed in Newcastle for immediate investigation and treatment.

VESSELS ARRIVING FROM INFECTED OR SUSPECTED PORTS

Vessels arriving from Infected Ports were boarded by Officers of the Authority as under:

Name of Port		Direct to the Tyne	To the Tyne Indirect
Visakhapatnam	‡	...	1
Monrovia	‡	4	...
‡ Cholera	Total ...	4	1

During the year a considerable number of coloured crews (mostly Indian, Pakistani and Chinese) arrived by air for the purpose of manning new ships, or, crew changes. Their point of departure was generally an 'infected' area, viz., Karachi, Bombay, Calcutta, or Hong Kong, and they sometimes arrived on board their vessels in the river within 48 hours of leaving these areas. Notice was received from the Medical Officer, London Airport, of such arrivals and surveillance was maintained during their sojourn in the port.

PLAGUE, CHOLERA, YELLOW FEVER, SMALLPOX

No case of the above diseases subject to the International Health Regulations occurred in the Port during 1973.

SECTION X – OBSERVATIONS ON THE OCCURRENCE OF MALARIA IN SHIPS

Although no case occurred in the port during 1973, it cannot be too strongly emphasised that the possibility of such infections must always be borne in mind especially in those returning from malaria endemic areas who appear to be suffering from an otherwise unexplained febrile illness, possibly accompanied by signs of meningitis; such cases may prove to be severe or even fatal.

SECTION XI – MEASURES TAKEN AGAINST SHIPS INFECTED WITH OR SUSPECTED OF PLAGUE

Plague is still considered to be of sufficient significance to be classified as one of the 'diseases subject to the International Health Regulations.' The importance of plague and, in particular the danger of its spread by rats, is still recognised and Section XII of this report deals with measures taken in connection with the issue of Deratting and Deratting Exemption Certificates for ships.

During the year there was no case or suspected case of plague in ships arriving in the River Tyne.

SECTION XII – MEASURES AGAINST RODENTS IN SHIPS FROM FOREIGN PORTS

1. Should there be any report of rodent life on a ship, steps are taken to carry out an examination in which note is taken of runs, gnawings, old and recent excreta, together with the existence of temporary and permanent harbourage and its treatment.

On the result of this examination the appropriate treatment is decided, which may be poisoning, trapping or fumigation, the latter being carried out when the ship is empty.

2. All rats recovered are examined for type, presence of swollen glands and undue emaciation, before destruction by incineration. Any abnormal rats are further examined, and if necessary, are subjected to bacteriological examination.

3. The deratting of ships is carried out by private contract between the agent and fumigating firms on the approved list of the Authority.

These firms are:

Messrs. Contra Pest Services Ltd.

Messrs. Joseph Currie and Sons.

(Trapping and Poisoning only)

Messrs. Rentokil Laboratories Ltd.

The marine rat population has shown a steady decrease for many years, and on the occasions when evidence of rats or mice is found, the numbers are usually so small as to make the cost of fumigation, in both time and money, out of proportion to the result achieved. A system of poisoning and/or trapping is now therefore quite common, being carried out by the above approved firms, with results which are completely satisfactory to this Authority and to the shipowners concerned.

TABLE E
Rodents destroyed during the year in ships from
foreign ports

Category	Numbers
Black rats	35
Brown rats	19
Species not known	—
Sent for examination	—
Infected with plague	—

TABLE F
Deratting Certificates and Deratting Exemption
Certificates issued during the year

Number of Deratting Certificates Issued					Number of Deratting Exemption Certificates Issued	Total Certificates Issued
After fumigation with:		After trapping	After poisoning*	Total		
H.C.N.	Other fumigant (State Method)					
1	2	3	4	5	6	7
1	...	2	...	3	223	226

* State poisons used and number of Certificates issued after each poison.

Prevention of Damage by Pests Act, 1949

Prevention of Damage by Pests (Application to Shipping) Orders, 1951-56

During the year only six Rodent Control Certificates were issued under the above Act.

SECTION XIII – INSPECTION OF SHIPS FOR NUISANCES

TABLE G

INSPECTIONS AND NOTICES

Nature and Number of Inspections	Notices served		Result of Serving Notices
	Statutory Notices	Other Notices	
Original ... 2,579	97	91 complied with
Revisits ... 119		
Total ... 2,698	97	91 complied with

CLASSIFICATION OF NUISANCES

Nationality of Vessels	Number inspected during the year	Defects of original construction	Structural defects through wear and tear	Dirt, vermin and other conditions prejudicial to health
British	1,408	1	40	51
Other Nations ...	1,171	...	4	17

DEFECTS

The total number of vessels inspected during 1973:

Steam	...	...	...	...	...	237
Motor	...	...	...	...	...	2,342
Fishing vessels	...	...	...	...	...	289
						<hr/>
						2,868
						<hr/>

The number of vessels on which defects were found:

British – Steam	...	...	...	8	
Motor	...	...	...	67	
Fishing vessels	...	...	...	1	
Rivercraft	...	...	...	2	
				<hr/>	78
Foreign – Steam	...	...	...	4	
Motor	...	...	...	15	
				<hr/>	19
					<hr/>
					97
					<hr/>

The number of vessels on which defects were remedied:

British – Steam	...	...	...	7	
Motor	...	...	...	64	
Fishing vessels	...	...	...	1	
Rivercraft	...	...	...	3	
				<hr/>	75
Foreign – Steam	...	...	...	4	
Motor	...	...	...	12	
				<hr/>	16
					<hr/>
					91
					<hr/>

Defects of vessels include the following:

							Defects Notified	Defects Remedied
Accommodation	...	...	Dirty	...	...	...	6	7
			Rat infestation	...	...	...	1	1
			Bed bug infestation	...	...	...	1	1
Alleyways	...	...	Bulkhead dirty and requires re-painting	...	...	...	3	3
			Missing and broken linoleum deck tiles	...	...	...	2	2
Cabins	...	...	Deck covering badly worn	...	...	...	1	1
			Peeling paintwork on deckheads	...	...	...	1	1
			Lice infestation	...	...	...	1	1
Galleys	...	...	Dirty	...	...	...	3	2
			Peeling paintwork on bulkheads	...	...	...	2	2
			Broken asbestos bulkhead	...	...	...	1	1
			Broken deck drainage channel	...	...	...	1	1
			Missing and broken deck tiles	...	...	...	10	8
			Extractor fan out of order	...	...	...	1	1
			Broken metal grill over access to cold rooms – dangerous	...	...	...	1	1
			Oil fired stove not functioning satisfactorily	...	...	...	5	5
			Broken sink waste pipe	...	...	...	1	1
			Surface of preparation table badly worn and unhygienic	...	...	...	9	8
			Chopping block badly worn	...	...	...	11	12
			Potato peeling machine not working satisfactorily	...	...	...	1	1
			Cockroach infestation	...	...	...	14	12
			Electric stove – broken switches	...	...	...	1	1
			Choked scuppers	...	...	...	5	3

					Defects Notified	Defects Remedied
Galleys	...	...	...	Drawer/cupboard unit in poor state of repair ...	1	1
				Wooden refrigerator cabinet in bad state of repair	1	1
				Rubber treads on companion way leading to food rooms in bad state of repair – dangerous	1	1
				Inadequate ventilation	1	1
				Bulkheads and deckhead require re-painting ...	2	2
				Leaking sink waste-pipe	2	1
				Choked grease trap ...	1	—
				Sink cupboard unit in disrepair	1	—
Pantries	...	...	...	Cockroach infestation ...	11	9
				Drawer/cupboard unit in disrepair	2	2
				Wooden refrigerator cabinet in bad state of repair	1	1
				Broken tap fittings ...	1	1
				Domestic refrigerator – shelving missing ...	1	1
				Leaking water supply pipe to sink	1	1
				Broken bulkhead lining...	1	1
Mess Rooms	...	...	...	Section of bulkhead lining missing	1	1
				Missing and broken linoleum deck tiles ...	2	2
				Cockroach infestation ...	14	11
				Deck covering badly worn	2	2
				Drawer/cupboard unit in disrepair	3	3
Dry Food Stores	...	...	...	Weevil infestation ...	10	10
				Peeling paintwork on bulkhead and deckhead	1	1
				Cockroach infestation ...	1	1

				Defects Notified	Defects Remedied
Dry Food Stores ...	...	Improper storage of foodstuffs – oilskin locker used for cereal storage ...	...	1	1
		Bulkhead dirty and requires re-painting ...		1	—
Meat Rooms ...	...	Access door in disrepair		2	2
		Internal lining damaged		2	2
		Duckboards dirty and badly worn ...	...	5	4
		Chopping block badly worn ...	...	1	1
		Dirty ...	...	1	1
Access Space to Cold Rooms ...	...	Bulkhead dirty and requires re-painting ...		1	1
Vegetable Room ...	...	Cooling plant not working satisfactorily ...	...	1	—
		Dirty duckboards ...		3	3
		Dirty ...	...	2	2
Cold Rooms ...	...	Choked scuppers ...		1	1
Recreational Spaces ...	...	Bulkhead lining badly splintered and incomplete ...	...	1	1
		Missing and broken linoleum deck tiles ...		1	1
		Drawer/cupboard unit in disrepair ...	...	1	1
		Built-in settee – upholstery torn and dirty ...	...	1	1
		Cockroach infestation ...		1	1
Sanitary Facilities ...	...	Peeling paintwork on w.c. compartment bulkheads ...	...	2	1
		Sanitary pump not working – unable to flush w.c.'s ...	...	2	2
		w.c. pans badly furred ...		2	3
		Choked scuppers ...		1	—
		Missing and loose deck tiles ...	...	1	1

				Defects Notified	Defects Remedied
Sanitary Facilities	...	w.c. pans – seats missing	...	2	2
		w.c. pans – fouled	...	2	2
		Soil pipe – storm valve not working satisfactorily		1	1
Washing Facilities	...	Peeling paintwork on shower bulkheads	...	3	2
		Broken shower fittings	...	2	1
		Choked scupper	...	1	—
		Leaking waste-pipe from wash basins	...	2	1
Fresh Water Supply	...	Fresh water tank coating in disrepair	...	2	3
		Improper stowage of hoses (water vessel)		1	1
		Overhaul of fresh water system	...	1	—
		Chilled water unit not working satisfactorily		1	1
Forecastle Head and Forepeak Stores	...	Rat infestation	...	2	2
Cargo Spaces	...	Rat infestation	...	1	1
		Mice infestation	...	1	1
				<u>200</u>	<u>178</u>

SECTION XIV – PUBLIC HEALTH (SHELL-FISH) REGULATIONS 1934 AND 1948

There are no shell fish beds within the jurisdiction of the Tyne Port Health Authority.

SECTION XV – IMMIGRATION ACT, 1971 MEDICAL INSPECTION OF ALIENS AND COMMONWEALTH CITIZENS

(1) Medical Inspectors

The Medical Inspectors holding warrants of appointment at 31st December, 1973, were as follows:

Dr. T. C. Falconer, Port Medical Officer.

Dr. J. O'Leary, Deputy Port Medical Officer.

Dr. T. Lyons.

Dr. D. Fairbairn.

(2) Other Staff

Mrs. V. Asquith, S.R.N.

(3) Organisation of Work

Most of the work of medical inspection and examination of aliens arises in connection with the Norwegian and Danish passenger vessels and is carried out by the Port Medical Officer who attends disembarkations at Tyne Commission Quay, North Shields at 0700 hours and further arrivals during the morning, or later at weekends. There are additional mid-morning arrivals during the summer season. Drs. O'Leary, Lyons and Fairbairn, who are partners in general practice carry out relieving duties as required.

Of the 28,939 alien passengers landed during the year only 3,636, mostly Danish, were from the European Economic Community. The majority of the balance of 25,303 were Norwegians who continue to be subject to the Immigration Act 1971 as Norway has remained outwith the E.E.C.

(4) Nature and amount of Aliens and Commonwealth Citizens Traffic

MEDICAL EXAMINATION OF ALIENS

during the year ended 31st December, 1973

1. Number of ships arriving carrying passengers ... 427
2. Number of ships arriving carrying alien passengers ... 408
3. Total number of arriving aliens (excluding crews) ... 28,939
4. Total number of aliens medically examined ... 87
5. Reports and certificates for aliens medically examined:

Nature of report or certificate		Number of reports and certificates issued	Aliens not permitted to land
A	Unsound mind or mentally defective	...	...
B (1)	Undesirable for medical reasons ...	...	...
	(a) Inability to support ... ..	...	...
B (2)	(b) Likely to require medical ment ... ..	...	...
	(c) Inability to support and likely to require medical treatment	...	...
C	Conditionally landed for further medical examination ... ..	...	...
Totals ...		0	0

MEDICAL EXAMINATION OF COMMONWEALTH CITIZENS

during the year ended 31st December, 1973

1. Total number of arriving Commonwealth citizens
subject to control under the Act 2,176
2. Total number of Commonwealth citizens medically
examined —
3. Reports and Certificates for Commonwealth citizens
medically examined:

Nature of report or certificate	Number of reports or certificates issued	Number of Commonwealth citizens refused entry
A Suffering from mental disorder ...	...	...
B (1) Undesirable for medical reasons ...	...	...
B (2) Likely to require major medical treatment ... ..	...	...
Totals ...	0	0

(5) Accommodation for Medical Inspection and Examination

Passengers arriving from Bergen aboard s.s. Leda, m.s. Jupiter, and m.s. Venus, continue to use the excellent facilities of the passenger terminal, which include a well-appointed medical department.

Passengers arriving from Oslo aboard m.s. Braemar, and from Esbjerg on m.s. Kronprins Frederik, continue to go through passport control on board before proceeding, by bus, to the passenger terminal for customs clearance. Suitable accommodation is always readily available on board both vessels for medical examination.

SECTION XVI – MISCELLANEOUS

(1) Burial of Persons Dying from Infectious Disease

The arrangements for the burial on shore of persons who have died on board ship from infectious disease may include disinfection and removal to mortuary prior to interment. In the case of death from a disease subject to the International Health Regulations, cremation would be recommended.

(2) Food and Drugs Act, 1955

Imported Food Regulations, 1968

Imported Food (Amendment) Regulations, 1973

(a) Food Inspection

The inspection of foodstuffs under the above Regulations continues to occupy a considerable amount of the time of the port health inspectors, although technical assistants are being used to an increasing extent on the more routine duties, in order to ease the pressure on the inspectors.

The amount and type of foods arriving again followed the established pattern, with grain totalling 99,000 tonnes being the largest single commodity imported. The bulk of the remaining food imports consisted of Danish bacon and dairy products, handled at the Ro-Ro terminal at North Shields. One special item which showed a tremendous increase during the year was Danish beer; imports were over 16,000 tonnes, more than twice the 1972 figure.

Most of the food passing through the Tyne is handled in containers, but very few of the containers are destined for inland container depots; most go to private firms throughout the United Kingdom, and almost all are cleared by H.M. Customs, and by this Authority, before leaving the port area. To help achieve an efficient inspection service, and at the same time facilitate the speedy passage of goods via the Ro-Ro berth, the Authority's officers attend all vessels carrying imported food, regardless of the time of arrival. 96 such vessels arrived outside of office hours during the year and all were boarded by officers of the Authority, resulting in a total of 139 visits.

The following table lists the types and quantities of foods imported at the Tyne, and coming under the jurisdiction of the Authority.

**PORT OF TYNE AUTHORITY QUAY,
NORTH SHIELDS**

NORWAY

	Tonnes				Tonnes		
Casings	55	Whale Meat	...	...	35
Offal	20	Prawns	...	...	9
Canned Meats	12	Shrimp Meal	...	...	2
Frozen Meat	5	Seaweed Meal	...	...	68
Kidneys	13	Fish Fingers	...	...	11
Frozen Schnitzel	1	Cod Liver Oil	...	...	4
Pâté	2	Butter	...	...	3
Fish	6,079	Margarine	...	...	16
Canned Fish	528	Cheese	...	...	1,602
Stock Fish	21	Dried Eggs	...	...	2
Frozen Fish	39	Provisions	...	...	5
Herring	3	Spermacht	...	...	5
Herring Meal	625	Crisp Bread	...	...	1
Fish Meal	94	Beer	...	...	61

DENMARK

	Tonnes				Tonnes		
Butter	17,842	Medicines	...	...	25
Cheese	5,910	Containerised Bacon	...	...	23,444
Cream	386	Lard	...	...	334
Eggs	161	Baled Bacon	...	...	320
Vinegar	9	Sliced Bacon	...	...	480
Marzipan	210	Canned Meats	...	...	11,158
Ships Stores	18	Salami	...	...	1
Frozen Pastry	23	Edible Rinds	...	...	70
Emulsifiers	17	Offal	...	...	10
Milk Powder	16	Meat	...	...	224
Confectionery	7	Meaty Rolls	...	...	1
Custard Powder	8	Blood Meal	...	...	1,043
Synthetic Cream	81	Back Fat	...	...	13
Baking Powder	16	Swedish Leg Fat	...	...	14
Potatoes	24	Poultry	...	...	18
Tomato Paste	1	Fish	...	...	387
Apples	204	Trout	...	...	3
Herring Meal	221	Prawns	...	...	9
Bone Meal	57	Tinned Mussels	...	...	100
Beer	16,342	Shrimps	...	...	2
Liqueurs	36				

**PORT OF TYNE AUTHORITY
ALBERT EDWARD DOCK**

DEEP-SEA FISHING GROUNDS

Tonnes				Tonnes				
Fish	559	Fish Meal	144

**JOSEPH RANK & CO. LTD.,
BALTIC FLOUR MILLS, GATESHEAD**

Wheat				Tonnes	Maize				Tonnes
Australian	...	...	...	5,760	American	...	...	...	4,698
Canadian	...	...	...	9,468	French	...	...	...	5,605
English	...	...	...	8,664					
American	...	...	...	30,699					
Swedish	...	...	...	8,026					
Danish	...	...	...	9,440	Rye				
French	...	...	...	15,986	French	...	...	...	669

(b) Deferred Inspection

The power given to port health authorities to permit imported food to be inspected at final destination has again proved to be useful. Although a percentage inspection of the majority of foods is carried out, it is not always feasible to inspect every consignment. In the case of containerised meat, the containers are opened and a check is made of the official certificates on all carcasses or packages which can be seen, and the temperature and general condition of the container is noted. If inspection is not practicable a guarantee that the container will remain sealed and locked until it reaches a stated destination, is given by the importer, and the container is allowed to proceed to its destination; the local authority of the district being notified by telephone and confirmatory notice. During this year this practice was adopted on 4 occasions with containers of chilled or frozen meat.

Containerised Danish bacon is imported for distribution to the northern half of England and the whole of Scotland. A refrigerated inspection bay is provided into which the racks of bacon can be drawn and inspected; a percentage of containers from each cargo is opened in this manner and their contents are examined. All official certificates are noted, together with the temperature and external condition of those containers which proceed unopened.

As bacon is a regular import, being delivered to the same firms once or twice every week, the local authorities in the areas of reception have been notified of the system of inspection and clearance operating at this port, thus avoiding the need to notify the movement of individual containers for inspection inland. Bacon containers leave the port immediately following discharge, and staff are in attendance on the arrival of the vessel, thus facilitating the speedy movement. Other classes of cargo such as butter, lard, canned meat, cream, etc., are normally removed from the port during the following days.

(c) Official Certificates

The total amount of food imported during the year requiring an 'official certificate' on import was:

37,224 tonnes

This consisted of meat, canned meat, casings, edible rinds, bacon, kidneys, livers, melts, sausages, salami, and lard.

These commodities, with the exceptions referred to below, bore Official Certificates; all were found to be fit for human consumption, and all were cleared for importation.

The Imported Food (Amendment Regulations), 1973

These Regulations, which came into operation on 1st September, 1973, amend the Imported Food Regulations, 1968, so as to implement the provisions of European Economic Community Directives No. 64/433/EEC and No. 71/118/EEC.

The effect of this amendment is a requirement that imports of fresh meat from countries which are members of the Community must now be accompanied, not only by an 'official certificate' as required by the principle Regulations, but also by a 'health certificate', in a form prescribed in the Schedule to the amending Regulations. Additionally, whereas imports of poultry were not previously subject to 'official certificate' procedures, poultry imports from any country, within or without the European Economic Community, must now be accompanied by both an 'official certificate' and a 'health certificate'.

In the early weeks of operation of the amended Regulations it was found that, in some countries, exporters were not fully aware of the new requirements. Consequently a proportion of imports, especially of poultry, arrived incorrectly certificated, and this resulted in a great deal of additional work for the Authority's staff handling the goods. Representations were therefore made to the exporters through the handling agents, and the matter was referred to the Ministry of Agriculture, Fisheries and Food at Chessington. Ministry officials contacted the veterinary services in the countries concerned, who agreed to advise their exporting companies of the new requirements. The anomalies were soon corrected, and no other difficulties were encountered in administering this particular aspect of the Regulations.

(d) Sampling

(i) Public Analyst

118 samples were submitted for chemical analysis by J. & H. S. Pattinson, the Public Analyst.

All samples were reported to be of genuine compositional standard, and free from adulterants, prohibited colouring matters, and prohibited additives. The full list of commodities sampled is:

2 Apple crumble

1 Apricot compote

1 Aspic jelly powder

1 Beetroots

1 Blueberry compote

1 Bread

2 Butter

2 Cheese

2 Cheese spreads

1 Cranberry sauce

2 Crispbread

Fish products:

3 Cod roe

6 Dressed crab

1 Fish pudding

1 Herring in sauce

1 Kipper snacks

2 Mackerel fillets

2 Shrimps in brine

1 Sild in oil

2 Sild in tomato

1 Fruit curd

1 Fruit mixture

1 Fruit soup mix

1 Gooseberry Compote

1 Hake

2 Lard

1 Leek soup block

2 Margarine

1 Marzipan

1 Marzipan chocolate

1 Mayonnaise

Meat products:

2 Bacon grill

1 Beef meat balls

1 Blood pudding

1 Boneless ham

6 Chopped ham and pork

4 Chopped pork and
tongue

2 Cured picnic pork

1 Frankfurter sausages

5 Hot dog sausages

4 Liver pâté

4 Luncheon meat

3 Lunch tongues

1 Meat loaf

1 Meat pâté and
mushrooms

2 Pâté de foie

1 Pork in natural juice

1 Pork loaf

8 Pork luncheon meat

2 Pork shoulder

1 Ravioli

1 Risotto

1 Stuffed pork roll

1 Mixed fruit syrup

1 Mushroom soup block

1 Mussels

1 Plaice

1 Preserves

1 Prune dessert

1 Rose hip syrup

2 Soft drinks

2 Spiced cabbage

4 Sterilised cream

2 Whey cheese

Following publication by the Ministry of Agriculture, Fisheries and Food, of the First Report of the Working Party on The Monitoring of Foodstuffs for Mercury and Other Heavy Metals, it was considered desirable that, wherever practicable, food imports coming within the Authority's jurisdiction should be examined for heavy metal contamination. The cost factor involved demands that only selected samples be submitted to this type of examination and it was therefore decided, after consultation with the Public Analyst, to introduce a simple monitoring scheme which may be built upon as occasion permits. The initial stage of this scheme is confined to the regular monitoring of fish and fish products for the presence of mercury. Five samples were submitted during the year, and the results obtained were all well within the mean range of the working party's findings.

Commodity					Mercury content
Pickled mussels	...	...	...	...	0.16 p.p.m.
Plaice	...	...	...	...	0.02 p.p.m.
Hake	...	...	...	...	0.07 p.p.m.
Cod roe	...	...	...	...	0.02 p.p.m.
Cod roe	...	...	...	...	0.02 p.p.m.

(ii) Public Health Laboratory Service

Three samples of frozen prawns were submitted to the Public Health Laboratory for bacteriological examination, all three samples gave completely negative readings.

55 samples were submitted for examination for the presence of Salmonella organisms.

- 33 Bacon
- 3 Beef forequarters
- 2 Blood meal
- 1 Frozen chicken
- 3 Inedible beef lungs
- 1 Meaty roll
- 1 Pickled mussels
- 1 Pork belly
- 2 Pork leg
- 6 Pre-packed bacon
- 2 Rindless pork chaps

No organisms were isolated in any of the samples.

(e) Condemned Food

The items of food condemned during the year were:

Mussels	52 kilograms
Chopped pork	102 kilograms
Chopped ham with pork ...	91 kilograms
Pork luncheon meat	87 kilograms
Bacon grill	17 kilograms
Minced pork	185 kilograms
Hot dog sausages	1,109 kilograms
Cream	518 kilograms

making a total of 2.161 tonnes. All were canned goods, condemned because of damage in transit, and the riparian local authority concerned co-operated in the disposal of the condemned material, by providing facilities for its incineration.

From mid November to early December weather conditions in the North Sea were extremely bad, and m.v.'s 'SOMERSET' and 'STAFFORD' encountered force 10 gales on passage from Esbjerg to the Tyne. On three occasions palletised cargo broke loose, and on boarding it was found that damaged cartons, squashed cans, and broken beer bottles, were scattered over the decks and on top of containers and lorries.

In order to assist all concerned, maximum effort was made to examine the damaged cargo with the minimum of delay. Approximately 111,000 cans of meat and cream were involved, the majority of which necessitated 100% inspection. Less urgent work was programmed for this to be effected, and the inspectors were assisted by the senior coxswain and the rodent searcher, when their duties permitted. A total of 8,761 cans, weighing approximately 2 tonnes, was condemned.

During the same period two damaged shipments of beer were returned to the brewery in Denmark, whilst a third consignment, which had been severely damaged in transit, was landed at North Shields. This consignment comprised 912 crates and 3,410 cartons (103,728 bottles and cans). The U.K. representatives of the brewery, and the insurance underwriters, were at first anxious to salvage as many as possible. At a site meeting they were informed that labour would be required to sort the cans from broken bottles and debris prior to inspection, and that the salvaged cans would have to be thoroughly cleansed. Considering the likely cost of this operation, the brewery representatives and the underwriters decided to voluntarily surrender the entire consignment to the Tyne Port Health Authority for destruction. The goods were disposed of by burial at North Shields refuse tip.

(f) Crews' Provisions

The disposal of crews' provisions after their rejection by the Department of Trade food inspectors as 'unfit for British Crews' has continued to be supervised. This supervision is carried out as

the result of a local arrangement with the other departments having an interest in such commodities, i.e., the Department of Trade and Industry, Her Majesty's Customs, Waterguard and Landing Officers, and the Ministry of Agriculture, Fisheries and Food.

Many of the items rejected by the Department of Trade food inspectorate are not unfit for human consumption but are below the standards set by the Department. Commodities rejected purely on grade may be perfectly sound and saleable to the public in the United Kingdom after inspection has been carried out by the Authority's inspectors.

The final decision in the case of meat, meat products and poultry rests with the Animal Health Division of the Ministry of Agriculture, Fisheries and Food whose regulations govern the admissability or otherwise of such commodities from all countries. Whatever the final destination of such food may be, it may only be landed under a licence issued by the Ministry, and strict precautions must be taken by those responsible for transport, storage, or destruction.

During the past year, crews' provisions dealt with consisted of various meats, flour, rice, vegetables, offal, and an assortment of bottled and canned goods. A total of 4,222 kilos was destroyed at riparian local authority incinerators.

A number of consignments was also put under Customs Bond pending return to the ship.

(g) Disposal of Ship's Waste and Condemned Food

The Authority does not possess facilities for the disposal of waste matter and food from ships, and relies on the co-operation of the Riparian Authorities in this direction, and this is willingly given, dependent on their own commitments at the time. The Ministry of Agriculture, Fisheries and Food insist that meat and poultry be destroyed by incineration, according to the provisions of the Importation of Carcases and Animal Products Orders, and the large new incinerators now operated by local authorities on both banks of the river, have proved an invaluable aid in the disposal of ship's waste and condemned foodstuffs.

(3) The Meat (Sterilisation) Regulations, 1969

These regulations apply to the importation of meat and offal intended for use as animal food, consisting mainly of lungs, tracheas, spleens, and rinds. Strict control is exercised over the importation of such commodities which must have a T.A.Y. licence (the responsibility of H.M. Customs) and must conform to regulations made under the Disease of Animals Act (also administered by H.M. Customs on behalf of the Ministry of Agriculture, Fisheries and Food), before importation can be considered.

These conditions having been fulfilled, the port health inspector must satisfy himself that, if the meat or offal is not sterilised, each individual piece or package bears a label stating that it is not intended for human consumption, and that the vehicle must be capable of being closed and locked, and the destination

must be known. Usually such food is destined to an approved processor, but small amounts may be imported for diagnostic and pharmaceutical purposes, in addition be being used at zoos, mink farms and trout hatcheries.

The amount of meat and offal for animal feeding imported through the Tyne in the past year was:

From Denmark 6,698·383 tonnes

Little difficulty was experienced during the year, T.A.Y. licences, veterinary certificates and labelling being in order, and only on a few occasions was external labelling of vehicles lacking. Labels were supplied and all doors sealed with the Authority's seal prior to the vehicles leaving the port area.

(4) Clean Air Act, 1956 – Dark Smoke (Permitted Periods) (Vessels) Regulations, 1958

During the year 94 timed observations were made on various types of vessels, and on 17 occasions it was found necessary to contact masters or chief engineers in connection with contravening emissions. The majority of these excessive emissions were from vessels undergoing repair at the numerous yards on the Tyne and lighting up from cold, using mechanism which had been overhauled or renewed. It is impossible to adjust fans, etc., without emitting some smoke, and very good co-operation is received in keeping these emissions to a minimum. Contravening emissions from vessels under way are very few in number, and are invariably stopped immediately at the request of an officer of the Authority.

From time to time, complaints are received from shore authorities and private individuals of lengthy emissions from river craft operating in the river; but as these vessels are dredgers, buoy lifters and floating cranes carrying out the operation for which they were constructed, while not under way, no action can be taken, even though the volume of smoke emitted is much in excess of that permitted on shore, and could drift into a smokeless zone.

(5) Radioactive Material

The stowage, marking, handling and other precautions required for the safe transport of radioactive materials are governed by regulations in accordance with the recommendations of the International Atomic Energy Agency. Radioactive materials have been imported from Norway in recent years, but there were no such imports during 1973.

(6) Boundaries of the Tyne Port Health Authority

The boundaries of the Tyne Port Health Authority extend from Newburn on the north bank of the river and Blaydon on the south bank, proceeding eastwards to take in all the riparian borders of the constituent authorities to where the river enters the North Sea between the piers of North Shields and South Shields. This navigable portion of the river extends for almost twenty miles.

The existing boundaries of the Authority which generally coincide with those of H.M. Customs and of the Port of Tyne Authority will not be materially altered under reorganisation and, for all practical purposes on the river frontage, will remain essentially the same.

The river is spanned by the Tyne Bridge which carries the Great North Road from Gateshead to Newcastle and there are, in addition, road and rail bridges further up river. There are no bridges across the remaining eleven miles of the downward reaches of the river which are served by passenger ferry services between Hebburn and Wallsend, and between North Shields and South Shields. Between Jarrow and Wallsend there are tunnels under the river for pedestrians and cyclists and an adjacent vehicular tunnel, which came into service in the autumn of 1967, provides excellent cross river communications connecting with fast modern road systems on both sides of the river.

(7) Dangerous Drugs

During the year eight certificates authorising the purchase of scheduled Dangerous Drugs were issued under the Dangerous Drugs (No. 2) Regulations, 1964, Regulation 13 (2) of which states:

- (a) The master of a foreign ship which is in a port in Great Britain shall be authorised to procure such quantity of drugs and preparations as may be certified by the Medical Officer of Health of the Port Health Authority within whose jurisdiction the ship is or, in his absence, by the assistant medical officer of health, to be necessary for the equipment of the ship until it reaches its home port.
- (b) A person who supplies a drug or preparation in accordance with a certificate given under this paragraph shall retain the certificate and mark it with the date on which the drug or preparation was supplied and keep it on his premises so as to be at all times available for inspection.

(8) Education

Illustrated lectures were again delivered to voluntary and professional societies by the Port Medical Officer who also lectured on first-aid to sea-going personnel studying ashore.

The Chief Port Health Inspector gave a series of lectures to pupil public health inspectors as part of the course laid down by the Public Health Inspectors' Examination Board and practical instruction on the river was given to these students individually throughout the year. The Authority is thus able to make a valuable contribution in the educational field, although it would be impracticable to employ a pupil inspector because of the limited scope of specialised experience which could be offered. The staff also co-operate in providing police cadets with practical instruction on the river.

(9) Port Health Control – General Working Arrangements

The daily practical work of port health control is carried out from the Port Health Office, Mill Dam, South Shields. This office is situated on the south bank of the river, approximately two miles from the river mouth, and serves as a convenient base from which to operate the Authority's services throughout the entire length of the river. The office is manned from 08.00 to 17.00, Monday to Friday, and telephone calls are transferred to the home of the duty inspector during Saturday and Sunday. Outside of office hours the Inspectors are all available by telephone to answer emergency calls.

Most of the calls received outside office hours relate to routine matters, such as the issuing of pratique to healthy vessels, or the inspection of ships in connection with rodent or insect pests; few can be described as true emergency calls. However, the shipping industry is such that many of these calls are received at unavoidably short notice, and they must be accepted as a necessary part of the life of a port health officer, requiring immediate attention.

During the year the number of out of hours visits made by the inspectors for all purposes, was 184.

For operational convenience the river is divided into lower, middle and upper districts. Deployment of staff within the three districts varies to meet a fluctuating demand.

Transport in the lower and middle districts is largely by means of the Authority's two launches, which can conveniently berth at the Mill Dam Quay at all states of the tide. The launches provide easy river crossing facilities, combined with a convenient means of access to most of the docks, wharfs and quays. Cars are also used as appropriate. In the upper reaches of the river, boarding of vessels is generally direct from the quayside and, as there are good river crossing facilities by road bridge, transport throughout this district is mostly by car, the services of a launch being available as required.

In order to provide suitable facilities for the staff attending the rollon-rolloff terminal, for the examination of food imported from Denmark and Norway, a small office, part of the examination shed, has been rented from the Port of Tyne Authority.

The Clerk of the Authority, who is a solicitor, acting in a part-time capacity, has an office at Norwich Union House, Newcastle, where administrative and financial matters are dealt with, and where the bi-monthly meetings of the Authority are held.

